



Redland Boulevard
Statement of Justification
Site Plan Application (Level 2)

I. Introduction

Johnson Development, Associates, Inc., (the “Applicant”), has significant experience developing self-storage facilities in the mid-Atlantic region. The Applicant is the contract purchaser of a portion of the property located on Redland Boulevard, approximately 425 feet west of the intersection of Redland Boulevard and Piccard Drive, with a legal description of Two Brothers ETC 548 (Tax Identification No. 04-00773055) (the “Property”) and is pursuing Site Plan approval to develop a self-storage facility on the Property. The Property is currently owned by Charlotte R. Appella, which has authorized the Applicant to pursue the proposed development. (See Attached Letter of Authorization.) In accordance with the City of Rockville Zoning Ordinance, the Applicant is seeking approval of a Level 2 Site Plan to accommodate the development of a 900–1,000 unit self-storage facility, containing approximately 93,106 square feet of gross floor area, 845 square feet of which will be devoted to office space (the “Project”). The building will be four stories, with an additional story below grade, and the Project will include a loading area adjacent to the building entry.

II. Property Description

The Property is an unrecorded parcel consisting of approximately 93,385 square feet. The Property is zoned Mixed-Use Employment (“MXE”) and is currently vacant. The Property is located on Redland Boulevard, approximately 425 feet west of the intersection of Redland Boulevard and Piccard Drive, with a legal description of Two Brothers ETC 548 (Tax Identification No. 04-00773055).

III. Project Description

The Project involves a 93,106-square foot, 900–1,000-unit self-storage facility. The building will be four stories and 62 feet in height, with architectural features incorporated into the design of the façade in order to enhance the building’s articulation, break up the mass of the building, and add visual interest. The façade will include a combination of architectural split-faced masonry, exterior insulation finishing system (“EIFS,” which is a drainable insulated stucco-like system), fiber cement board (“FCB”) lap siding, and glass.

Both the building’s color palette and architectural elements are in keeping with the surrounding buildings located on Redland Boulevard. The building is a transitional design that is broken up horizontally to include a base, middle, and top. The base of the building is an architectural split face masonry block, with the middle and top consisting of two different colors of EIFS. The building scale is broken down with vertical elements that interrupt long expanses of

the façade to create interest at the pedestrian level. The entry of the building will be clad in FCB lap siding with a warm terra cotta color and a metal canopy over the entry doors. Glass elements reveal the lobby/guest spaces and brightly colored storage unit doors on the interior.

From an operations standpoint, there will be two employees at the lobby and work areas. The building entrances will have controlled access for guests with leased units. Rental units will be accessible for guests with a gate code between 6:00 A.M. and 10:00 P.M., and offices will be open from 8:00 A.M. to 6:00 P.M., with a facility manager on site and available if a guest requires assistance.

The Project will include a total of 16 parking spaces, where 14 are required, to be located south of the building. Access to the Property will be provided from the existing right of way extending from Redland Boulevard that is currently used as the exit ramp from I-270. This right of way currently accommodates only eastbound traffic, and the Applicant has received approval for a westbound lane between the proposed site driveway and Piccard Drive, with several measures being proposed to ensure safety in light of the traffic exiting I-270. Specifically, detailed street signage and street marking will direct traffic entering and exiting the Property, as shown in the Pavement Marking and Signage Plan included with this application. Vehicle circulation and loading for the site will be provided via an internal drive that will pass through the ground level, as shown in the site plan attached.

Approximately 56.4 percent (52,700 s.f.) of the site will be devoted to open space, well above the MXE Zone requirement of 20 percent (or 18,677 sq. ft.). The Project will also include the required public use space — 5 percent (or 4,670 s.f.) public use space is required and approximately 5.5 percent (5,100 s.f.) will be provided. In terms of landscaping, trees will be planted behind the building and along the Redland Boulevard frontage, as well as shrubs along the parking lot to provide screening and ornamental trees in the island located in the parking lot. Additionally, the Project will include 0.21 acres (or 9,147 s.f.) of reforestation area along the southern property line adjacent to the existing forest conservation easement. Further, plantings will be incorporated into the bioretention system discussed in more detail below.

Building identification signage will include one sign on the corner of the office, as well as a pole sign at the entrance to the Property. Signage will be provided in accordance with Article 18 of the Zoning Ordinance.

IV. Civil Engineering

A Natural Resources Inventory was approved by the City of Rockville on December 12, 2016. A Preliminary Forest Conservation Plan is proposed based on the establishment of a Forest Conservation Easement to cover an area equal to approximately 27 percent (or 26,136 s.f.) of the land area of the Property, well above the 15 percent required. This includes approximately 0.39 acres (or 16,988 s.f.) of existing forest and approximately 0.21 (or 9,147 s.f.) of reforestation area. This will be accomplished with the planting of 72 replacement trees, mitigating for the loss of 15 specimen trees on the site.

Stormwater management will be addressed by runoff routing through Environmental Site Design (“ESD”) facilities to capture 1.75" of the total required target rainfall amount (or “PE”).

The overflow from these facilities and the remainder of the site will be routed via either over-land flow or the on-site storm drain system to the existing State Highway Administration pond on the adjacent property. The plan proposes three micro-bioretenment facilities for the stormwater management treatment. The first micro-bioretenment facility will treat a portion of the rooftop runoff. The second will also treat a portion of rooftop runoff and a portion of the impervious surfaces. The third micro-bioretenment facility will treat another portion of the impervious surfaces. The typical micro-bioretenment section includes 6" of freeboard, 12" ponding depth, 4' of bioretention media, 6" of sand bed, and 15" of stone. Run-off will drain from the roof via drains plumbed through the building and parking lot to the micro-bioretenment facilities. Run-off will then filter through the media and into the 6" perforated underdrain, eventually outfalling into the storm drain system. Overflow inlets are proposed within each micro-bioretenment facility to direct

Public water and sewer service will be provided by WSSC or the City of Rockville from Redland Boulevard. Electric service from PEPCO will be brought to the Project and will run through a series of one transformer, which will be located adjacent to the trash dumpsters to the southeast of the proposed self-storage facility.

V. Compliance with the Mixed Use Employment Zone Development Standards

The density of development in the MXE Zone is determined by compliance with the various development standards set forth in Section 25.13.05, the additional design guidelines of Section 25.13.06, and the special design regulations of Section 25.13.07 for mixed use zones. The Project complies with the applicable provisions of the Zoning Ordinance, as described below. Further, the Applicant is requesting a deferral for bicycle parking requirements under Section 25.16.03.i, as discussed in Subsection D below.

A. Section 25.13.05 – Development Standards

1. *Subsection 25.13.05a – Build to Line*

Not Applicable.

2. *Subsection 25.13.05b – Development Standards*

a. Subsection 25.13.05b(1)

The Project complies with the applicable development standards for the MXE Zone set forth in Section 25.13.05.b:

	Required/Permitted	Proposed
Maximum Height (in feet)	120'	62' (from ground floor finish floor elevation to top of tallest parapet)
Total Open Area Required	20%	56.4% (52,700 s.f.)

	Required/Permitted	Proposed
Public Use Space Required w/in Open Area	5%	5.5% (5,100 s.f.)
Setbacks Abutting Public Right-of-Way	None	10'
Side Setback Abutting Residential	25' or ½ height of building, whichever is greater	N/A
Side Setback Abutting Non-Residential Land	None; 10' min. if provided	10'
Rear Setback Abutting Residential	25' or ½ height of building, whichever is greater	10'
Rear Setback Abutting Non-Residential Land	None; 10' min. if provided	N/A

b. Subsection 25.13.05b(2)

Based on the surrounding uses, the layback slope requirements set forth in subsection (d) are not applicable.

3. *Subsection 25.13.05c – Other Standards and Requirements for New Development*

Summary of Requirement	Proposed
Conversion of Space – commercial space is encouraged to be designed to allow for conversion to residential space [Section 25.13.05.c.1]	Not feasible, given the self-storage use of the building
Entryways – Requirements pertaining to residential buildings [Section 25.13.05.c.2]	N/A – Building is commercial
Access areas of a building intended for non-residential uses must not have any access to areas of the building used for residential purposes [Section 25.13.05c.3]	N/A – No residential provided
MPDUs – Residential development must comply with MPDU requirements [Section 25.13.05c.4]	N/A – No residential provided

Summary of Requirement	Proposed
Public Use Space – must be provided consistent with Section 25.17.01 [Section 25.13.c.5]	5.4% (5,100 s.f.) of public use space provided, above the 5% (4,669 s.f.) required.
Floor Area Limitation – 65,000 s.f. limitation on retail tenant space on ground floor	N/A – Building contains only small office space, no retail

B. Section 25.13.06 – Additional Design Guidelines

	Summary of Requirement	Proposed
<u>Aesthetic and Visual Characteristics for All Zones</u>		
Facades and Exterior Walls Including Sides & Backs [Section 25.13.06.b.1]	Avoid massive scale and uniform and impersonal appearance. Building walls greater than 100 feet should include projections, recessions and other treatments.	All facades include projections and recessions, vertical and horizontal architectural elements, and cornices.
	Occupy at least 60 percent of street frontage with windows, arcades and awnings. Architectural treatment similar to front façade must be provided to the sides and rear.	Self-storage use of building precludes 60 percent windows. However, glass corner element extending from ground floor to fourth floor has been included.
	Provide architectural features that contribute to the visual interest at the pedestrian scale.	Vertical and horizontal architectural treatment, glass, varying materials proposed to create visual interest.
Roofs [Section 25.13.06.b.2]	Provide variations in rooflines. Roof features should complement the architectural and visual character of adjoining neighborhoods.	Height variations exist within each vertical component. Tallest parapet exists at vertical entry element with secondary vertical elements stepping down in height to encourage hierarchy of design elements. This is in keeping with the hotel across Redland Boulevard, as well as the office and medical properties nearby.

	Summary of Requirement	Proposed
Materials & Colors [Section 25.13.06.b.3]	Utilize building materials and colors compatible with those in adjoining neighborhoods.	Design includes split-faced architectural concrete block at base of building and EIFS system used at top portion of building. Clear/silver anodized storefront system at glass elements. Bronze colored steel canopy at entrance bronze colored fabric canopies along Redland Boulevard. Colors will be neutral with a warm pallet of taupe and terra cotta tones for masonry, fiber cement board and EIFS elements, which is in keeping with the surrounding buildings on Redland Boulevard.
Items Allowed Not Facing A Public Street [Section 25.13.06.b.4]	The following items are allowed either on sides not facing a public street or in the rear yard: (a) window and wall air conditioners; (b) electric utility meters; (c) air conditioning compressors; and (d) irrigation and pool pumps.	The building design complies with the requirements.
Entryways [Section 25.13.06.b.5]	Provide highly visible entryways.	Entrance includes four-story glass corner element.
Screening of Mechanical Equipment [Section 25.13.06.b.6]	Screen mechanical equipment to mitigate noise and views.	Where possible, mechanical equipment will be centralized on the roof and screened from view. The basis of design for the mechanical screens will be AMETCO © Architectural Metal Screens with Phoenix Design TM infill panels.

	Summary of Requirement	Proposed
<u>Site Design and Relationship to Surrounding Community</u>		
Vehicular Access [Section 23.13.06.c.1]	Provide safety and protection to adjacent residential uses	N/A
Buffers [Section 25.13.06.c.2]	Provide visual and noise buffers to adjacent residential uses	N/A
Outdoor Sales and Storage [Section 25.13.06.c.3]	Certain restrictions imposed outdoor sales	N/A
Trash recycling, screening [Section 25.13.06.c.4.b.]	Trash recycling outside of building must be secured and screened	To be provided in enclosure in northeast corner of the Property
Parking Lots [Section 25.13.06.c.5.a.]	Provide safe, convenient and efficient access. Use landscaping to define parking areas	Project provides safe and efficient access to parking, storage and loading. Parking area is bordered by shrubs on north along Redland Boulevard, and by trees on the south side of the parking lot.
Pedestrian and Bicycle Flows [Section 25.13.06.c.6.]	Provide for pedestrian accessibility; sidewalk leading to ROW encouraged; provide sidewalks along length of building adjoining parking lot.	Sidewalk provided along the east side of the building to accommodate access between front door and parking spaces along the access drive.
Central Features and Community Spaces [Section 25.13.06.c.7.]	Pedestrian scale features, private inviting entrances and parking lot locations. Special design features should define circulation paths and outdoor spaces	Entrance designed to emphasize main focal point of building. Special outdoor design features include the entry element for guests leading to the lobby and work areas, which has been distinguished from other elements through the use of large expanses of glass, as well as a large steel canopy wrapping the entrance corner. The entry corner is also clad in a warm

	Summary of Requirement	Proposed
		terra cotta color fiber cement board to create an inviting feel.
Delivery and Loading Spaces, Hours of Operation [Section 25.13.06.c.8.]	Design in accordance with Article 16;	One loading area will be provided along east façade near sales office/entry.
Noise Abatement [Section 25.13.06.c.10.]	Use must comply with noise regulations;	Project will comply with noise restrictions
Outdoor lighting [Section 25.13.06.c.11.]	Provide in accordance with the landscape, screening and lighting manual	Satisfied. Will provide four pole-mounted fixtures.
Landscaping [Section 25.13.06.c.12.]	Provide in accordance with the landscape, screening and lighting manual	Satisfied

C. 25.13.07c - Special Design Regulations for MXE Zone

Section	Summary	Proposed
Building Location [Section 25.13.07c.1]	When recommended in the Plan, buildings should be located close to the front property line or at the build-to line.	N/A
Uses by Floor [Section 25.13.07c.2]	Ground floor may contain retail and other uses along major pedestrian spines.	Entire building devoted to self-storage.
Façade [Section 25.13.07c.3]	Buildings should provide expression line above first floor and a defined cornice at the top of the façade wall.	Defined cornice provided and all facades include an expression line. Building base defined with use of split-faced block, demarcating the first floor level. The top floor has been defined with a light colored EIFS and an overhanging cornice. The entry element has a deep overhanging cornice, further defining the entry. Reveals or

Section	Summary	Proposed
		projections will be present at all floor lines.
Sidewalks	Where sidewalks required, must be in accordance with Article 17.	Satisfied. See above.
Parking	Comply with Article 16. Most parking should be located to the side or rear of the buildings.	15 spaces required and 16 spaces provided. Parking is provided along the north side of the building.

D. Section 25.16.03.i – Deferral for Bicycle Parking Requirements

Section 25.16.03.i.1 of the Zoning Ordinance provides that the Planning Commission may approve a deferral of providing the number of parking spaces required where the proposed use does not need the spaces otherwise required due to one of several criteria, including the unique character of the use being served. Under Section 25.16.03.d, the Project is required to provide seven bicycle parking spaces — six long term spaces (2 per 40,000 s.f.) and one short term space. The Applicant proposes instead to provide one long term space. Because the proposed self-storage use does not necessitate bicycle parking, the Applicant requests approval to defer providing the remaining six required spaces until such time as the use of the Property does necessitate bicycle parking. We note that, given this particular use, it is highly unlikely that such a need will ever materialize.

Under Section 25.16.03.i.1(b), the unique character of the proposed self-storage use does not require bicycle parking spaces because it is not anticipated that any of customers will travel to the facility via bicycle. Specifically, guests visiting a storage facility are virtually always transporting significantly sized items in storage to or from the facility, and even individuals who bike regularly are very unlikely to use this mode of transportation to haul heavy storage items. Moreover, the one proposed long term space is sufficient to accommodate an employee who wishes to commute via bicycle. The Property is well serviced by the Ride On bus system, with stops for Routes 66 and 63 at the intersection of Redland Boulevard and Piccard Drive. Accordingly, employees not arriving via automobile are much more likely to access the site via public transit than by bicycle.

Under Section 25.16.03.i.3, an applicant requesting deferral must demonstrate that there is sufficient usable land area available to provide the total number of spaces that would otherwise be required. Here, if the conditions of the self-storage facility were to change so as to justify providing the required bicycle parking, those spaces would be provided, likely within the parking area adjacent to the proposed office space.

For all of these reasons, the Project satisfies the requirements for a deferral of the remaining six bicycle parking spaces (five long term and one short term) required by the Zoning Ordinance, and the Applicant respectfully requests approval.

VIII. Findings

The Project satisfies the required Site Plan findings set forth in Section 25.07.01 of the Zoning Ordinance in that the Project will not:

- A. Adversely affect the health or safety of persons residing or working in the neighborhood of the proposed development

The Property is ideally located for the proposed self-storage facility. The closest residence is located approximately one-half mile from the Property to the east. The Project will generate only 10 trips in the A.M. and P.M. peak hours, and thus there will be no adverse health or safety effects from the use. The building will be constructed in accordance with the City's Green Building Code, and thus there will be no adverse environmental effects. Because the primary use of the Property is simply storage, there is very little activity associated with the use that could adversely affect persons in proximity to the Property.

- B. Be detrimental to the public welfare or injurious to property or improvements in the neighborhood

The Project will not be detrimental to the public welfare or injurious to the property or improvements in the neighborhood. The Property is well located in a commercial area along I-270 in between the interstate on the west and the existing Sheraton Hotel to the east. The limited physical activity associated with the use will ensure that the use will not be detrimental to the neighborhood.

- C. Overburden existing and programmed public facilities as set forth in Article 20 of this Chapter and as provided in the adopted Adequate Public Facilities Standards

The Project will generate less than 30 peak hour trips. Specifically, the Project will generate 10 A.M. peak hour trips and 10 P.M. peak hour trips. Accordingly, a Comprehensive Transportation Review is not required, as discussed in the On-Site Transportation Review report included with this application. The Property is served by at least one fire station within one mile of the Property (at 15825 Shady Grove Road) and by the City of Rockville police station located 1.5 miles from the Property (at 2350 Research Boulevard), thereby ensuring a prompt response time to the Project in the event of an emergency. The Project will therefore not overburden the public facilities.

- D. Adversely affect the natural resources or environment of the City or surrounding areas

The Project will not adversely affect the natural resources or environment of the City or the surrounding areas. The Project is establishing an approximately 0.74-acre (or 32,234-square-foot) Forest Conservation Easement. This includes approximately 0.18 acres (or 7,840 s.f.) of existing forest and approximately 0.31 acres (or 13,503 s.f.) of reforestation area, and an additional tree credit of 0.44 acres (or 19,166 s.f.). Reforestation will be accomplished with the planting of 19 replacement trees, and the Applicant will provide a fee-in-lieu of the remaining 53 required replacement trees, mitigating for the loss of 15 significant and specimen trees on the site.

E. Be in conflict with the Plan

The Project is consistent with the 2002 Approved and Adopted City of Rockville Comprehensive Master Plan (the “Master Plan”). Two overarching goals of the Master Plan are to protect residential areas and to ensure that there are adequate public facilities to support development. The Property is ideally located to accommodate a self-storage facility; it is approximately one-half mile from the closest residence. Thus, it will have no effect on the residential area. In terms of adequate public facilities, the Project has no impact on school capacity and is a very low traffic generator. At the same time, however, the proposed use will increase the City’s tax base.

The Property is located within Planning Area 15, identified as an employment area. The Master Plan recognizes the “open, attractive, well landscaped environment” of the Planning Area, and the Project will preserve this environment by providing a well landscaped development between I-270 and the existing Sheraton Hotel. The Master Plan notes the lack of transit options in this area of the City. Given that the nature of the use does not lend itself to public transportation, it is much more suitable to an area such as this where there is limited transit accessibility. The Master Plan specifically identifies the Property, noting that “[a]ny use on the site should be designed to be compatible with the traditional development pattern of the King Farm.” *See* Master Plan at 12-15. The height of 50' is fully compatible with the hotel across Redland Boulevard to the north, as well as the development along King Farm Boulevard and Piccard Drive. Although the Master Plan recommends the Property for an office use, this use is not appropriate for the site. Specifically, there is an insufficient market to support additional office uses at the site. Further, an office use would generate much higher traffic to and from the site, which would not be appropriate given the location directly off of I-270. Accordingly, in this case, the Master Plan’s nearly decade-and-a-half old recommendation for office use is no longer appropriate for the Property.

Finally, the Master Plan notes that increased traffic in this area due to development will need to be monitored. The use generates a limited number of peak hour trips and therefore does not create any traffic conflicts.

F. Constitute a violation of any provision of this Chapter or other applicable law

The proposed Project complies with the provisions and laws of Rockville governing the development of the Property. As previously detailed, the Project complies with all of the MXE development standards. The Project will comply with the City’s Green Building Standards by minimizing the development’s impact on the environment and meeting the new 2015 International Green Construction Code. The Project will also comply with the City’s Art in Private Development Ordinance. Finally, in regard to the City’s afforestation requirements, the Project will establish a Forest Conservation Easement equal to 27 percent (or 226,136 s.f.) of the Property, well above the 15 percent required under the Forest Conservation law.

G. Be incompatible with the surrounding uses or property

The Project will not be incompatible with the surrounding uses. The closest residential use is approximately one-half mile away. Moreover, the Property is bordered on the south by forest,

to the west by I-270, to the east by the Sheraton Hotel, and to the north by the existing I-270 exit ramp. The Project has been specifically designed to be compatible with the surrounding area. In addition, given the visibility of the Project from I-270, it was important to the Applicant that the building itself be well designed. To this end, the Project was designed to include a series of horizontal and vertical elements to break up the mass of the building and provide visual interest.

From a use perspective, the self-storage use is compatible with the surrounding uses. As previously noted, there is very little activity associated with the use and it will not in any way negatively affect the surrounding area.

IX. Community Outreach

In accordance with the City's requirements, the Applicant held a Pre-Application Meeting ("PAM") on March 3, 2016. Three community members attended. The development team presented the Project to the attendees and answered questions, primarily focused on traffic generated by the Project. As stated above, the use will have only minimal impact on traffic in the area. The other specific questions and comments raised by attendees are outlined in detail in the Meeting Minutes included as part of this application.

X. Conclusion

The proposed Site Plan provides a needed self-storage facility in an ideal location, with no adverse impacts to the surrounding uses. For the reasons outlined above, we respectfully request that the Commission grant approval.